Import of Coaches made by Latest Technology

†2069. PROF. M. M. AGARWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railways have imported coaches made by latest technology, during 2000-2001 and 2001-2002;

(b) if so, the country-wise number of coaches imported and the total amount incurred by the Railways thereon; and

(c) the details of policy formulated by Government to manufacture such coaches in the country itself ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL) : (a) Yes, Sir.

(b) All these 24 coaches have been imported from M/s. ALSTOM-LHB, Germany. The total Free on Board (FOB) value of these coaches is Deutsche Marks 52,663,000 (Rs. 106 crore approx.). The landed cost of these coaches is Rs. 159 crore (approx.).

(c) Indian Railways have decided to manufacture such coaches of all classes at Rail Coach Factory (RCF) Kapurthala under transfer of technology agreement with M/s. ALSTOM-LHB, Germany. The new manufacturing technology will be assimilated in a planned manner to develop complete capability at RCF. The actual production of such coaches has already commenced at RCF. Subsequently, such coaches shall also be manufactured by other coach production unit of Railways viz. Integral Coach Factory, Chennai.

Rail Accidents

2070. PROF. M. M. AGARWAL : Will the Minister of RAILWAYS be pleased to state :

(a) the Division-wise details of rail accidents during the last six months;

(b) the number of persons killed and injured in these accidents and the amount of compensation paid to their family members;

(c) the main causes of the said accidents and total loss suffered by the Railways, as a result thereof; and

(d) the steps Government propose to take to prevent recurrence of such accidents?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL) : (a) Details of accidents are maintained Zone-wise. Zone-wise details of consequential train accidents during last 6 months are as follows :—

Railways	Passenger	Others	Total
Central	13	14	27
Eastern	8	11	19
Northern	31	14	45
North Eastern	14	4	18
Northeast Frontier	8	20	28
Southern	13	6	19
South Central	10	11	21
South Eastern	14	16	30
Western	1	2	3
Metro/Calcutta	—	—	—
K.R.C.	1	—	1

Figures are provisional.

(b) 157 persons were killed and 529 persons were injured in railway accidents during last 6 months. Claims for death/injury of rail passengers in train accidents are decided by Railway Claims Tribunal. The claims will be paid soon after these are decreed by the Tribunal. However, *ex-gratia* payments have been made.

(c) The main causes of accidents during last 6 months are as follows :—

Causes	No.of accidents
Failure of Railway Staff	134
Failure of other than Railway Staff	42
Equipment Failure	5
Sabotage	8
Incidental	13
Cause Not Established	2
Under Investigation	7

Loss suffered by Railways is Rs. 27.49 crores.
Figures are provisional.

(d) Steps taken by the Government to prevent the recurrence of such incidents are as follows :

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crs. has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A' 'B' 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.

(iii) Modification of signaling circuitry has been carried out to minimize chances of human error in causing accidents.

(iv) A pilot project of AWS on trial basis for Tughlakabad—Mathura section of Central Railway has been sanctioned on trial basis. The tender for the same is under process.

(v) Extended field trials of Anti Collision Device (ACD) has been sanctioned for being conducted on Northern Railway. After successful completion of extended field trials, decision would be taken for its implementation on other routes of Indian Railways.

(vi) Last vehicle check by Axle counter have been introduced on over 150 block sections and more sections are being progressively added.

(vii) State of art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(viii) Walkie—talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(ix) Drivers and Guards are also being progressively provided with LED based electronic flashing tail lamps and hand signal which have better visibility than the conventional kerosene lit lamps.

(x) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Track Renewal Trains are also being used.

(xi) For monitoring track geometry and running characteristics of the track, sophisticted track recording cars, oscillorgaph cars and portable accelerometers are being used progressively.

(xii) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xiii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(xiv) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

(xv) Funds being received from the diesel cess are being used for safety related works pertaining to level crossings.

(xvi) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

(xvii) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(xviii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

(xix) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xx) Periodical Safety Audit of different divisions by inter-disciplinary teams from Zonal Headquarters is being conducted.

(xxi) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of Simulators for training of drivers.

(xxii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(xxiii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

(xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.